

## **VII. SHARED IMPROVEMENT DEVELOPMENT STANDARDS AND DESIGN GUIDELINES**

### **A. 1.0 Intent**

It is the intent of this section to use right of way improvement design to help create a unique, attractive and visually cohesive shopping district, which showcases and emphasizes the sale of new and used vehicles while preserving the traffic carrying needs of the streets and improving the amount of and access to parking.

### **B. 2.0 Travel and Turn Lanes**

It is the intent of the Auto Center Specific Plan to have the public rights of way serve a dual purpose. The primary purpose will be to serve both the pedestrian and vehicular travel needs of the general public. Another purpose will be to use the streets as a kind of shopping mall for cars. Accordingly, travel lanes may be reduced in certain areas and right of way areas may be used for new vehicle display where appropriate. The following table illustrates the minimum number of travel lanes needed for each street in the Auto Center Specific Plan area.

**Table 4 — Minimum Travel and Turn Lanes**

Street	Travel Lanes	Parking Lanes	Turn Lanes
Adams Street	4	2	Intersections
Auto Drive	2	2	Entire length
Detroit Drive	2	2	Entire length
Indiana Avenue	4	2	Intersections
Jefferson Street	2	2	Intersections
Motor Circle	2	2	Entire length

### **C. 3.0 Street Design Concepts**

- 1) Auto Drive and Detroit Drive: Auto Drive and Detroit Drive are proposed to be narrowed to two travel lanes and one two way center turn lane. (See Figure 16). Angle parking is proposed to be placed in pockets, interspersed with parallel parking. Where possible, the angle parking should be alternated from one side of the street to the other, so as to create a curvilinear design. (See Figure 17). Display pads are proposed to occur at significant points within the right-of-way. A 10 foot landscaped strip with meandering sidewalk is proposed to provide a landscaped setting for the display of vehicles for sale. Tall Washingtonia robusta palm street trees, set at frequent intervals and as close to the traveled way as possible are proposed as a means

to give the street a strong linear definition. Also proposed to assist in this linear definition are unique street lights, based upon a Raincross theme.

- 2) Motor Circle: Motor Circle between Auto Drive and Indiana Avenue is proposed to be developed using the same design concepts as apply to Auto Drive and Detroit Drive. (See Figure 16). East of Auto Drive this design concept should continue for a reasonable depth corresponding with adjacent vehicle sales display. East of that point, where non-vehicle sales frontages exist, the street should resume normal street improvements.
- 3) Jefferson Street: Jefferson Street is proposed to be the location of a major entry to the Auto Center. It is also proposed to be given the same linear definition as Auto Drive, with tall *Washingtonia robusta* street trees and Raincross type street lights. Bulb-outs of curbs for display pads are a possibility. Where possible, walls should be removed to expose vehicle sales lots in a setting of landscaping and meandering sidewalks similar to Auto Drive. Remaining walls needed for screening should be given a uniform finish and design. Existing landscaping in reverse frontage areas should be replanted and/or refurbished. Overhead power lines should be undergrounded.
- 4) Indiana Avenue: Indiana Avenue performs the dual function of being an 88 ft Major Street on the City's General Plan Circulation Element and also a direct frontage for automobile sales and display. This dual function can create traffic conflicts. In order to reduce these conflicts as well as keep Auto Drive the primary focus of the Auto Center, the dealers located between Indiana Avenue and Auto Drive should continue their primary focus on Auto Drive. The block walls on Indiana Avenue should be opened up or removed at intersecting streets to "announce" the presence of dealerships in the Auto Center and "invite" shoppers into the interior of the Auto Center.

Major entry points are proposed at Adams Street and Verde Street. Raincross street lights and *Washingtonia robusta* palms are proposed for the street edge treatment. As is noted above, reverse frontage walls are proposed to be removed at intersections to expose vehicle display. The balance of the walls are proposed for a uniform finish and design treatment to help improve the current appearance of these walls and give the Auto Center a sense of visual continuity. Existing landscaping in reverse frontage areas should be replanted and/or refurbished. Bulb-outs of curbs at intersections are a possibility for display pads or entry monuments. Overhead utility lines should be undergrounded, if economically feasible.

- 5) Adams Street: A major entry is proposed for the intersection of Adams Street and Indiana Avenue. Bulb-outs of curbs for vehicle display pads and entry

Figure 16 — Auto Drive Area Street Designs

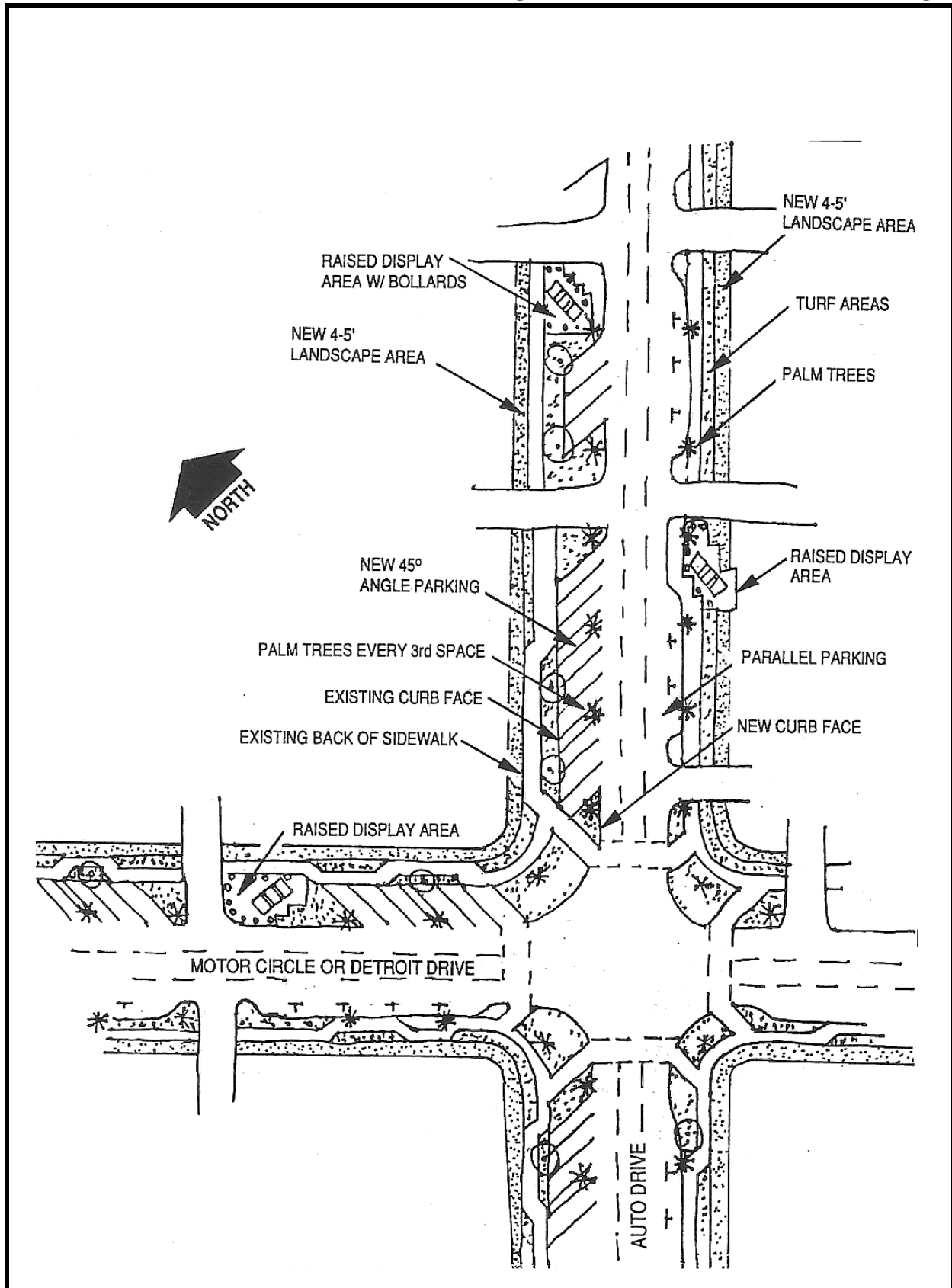
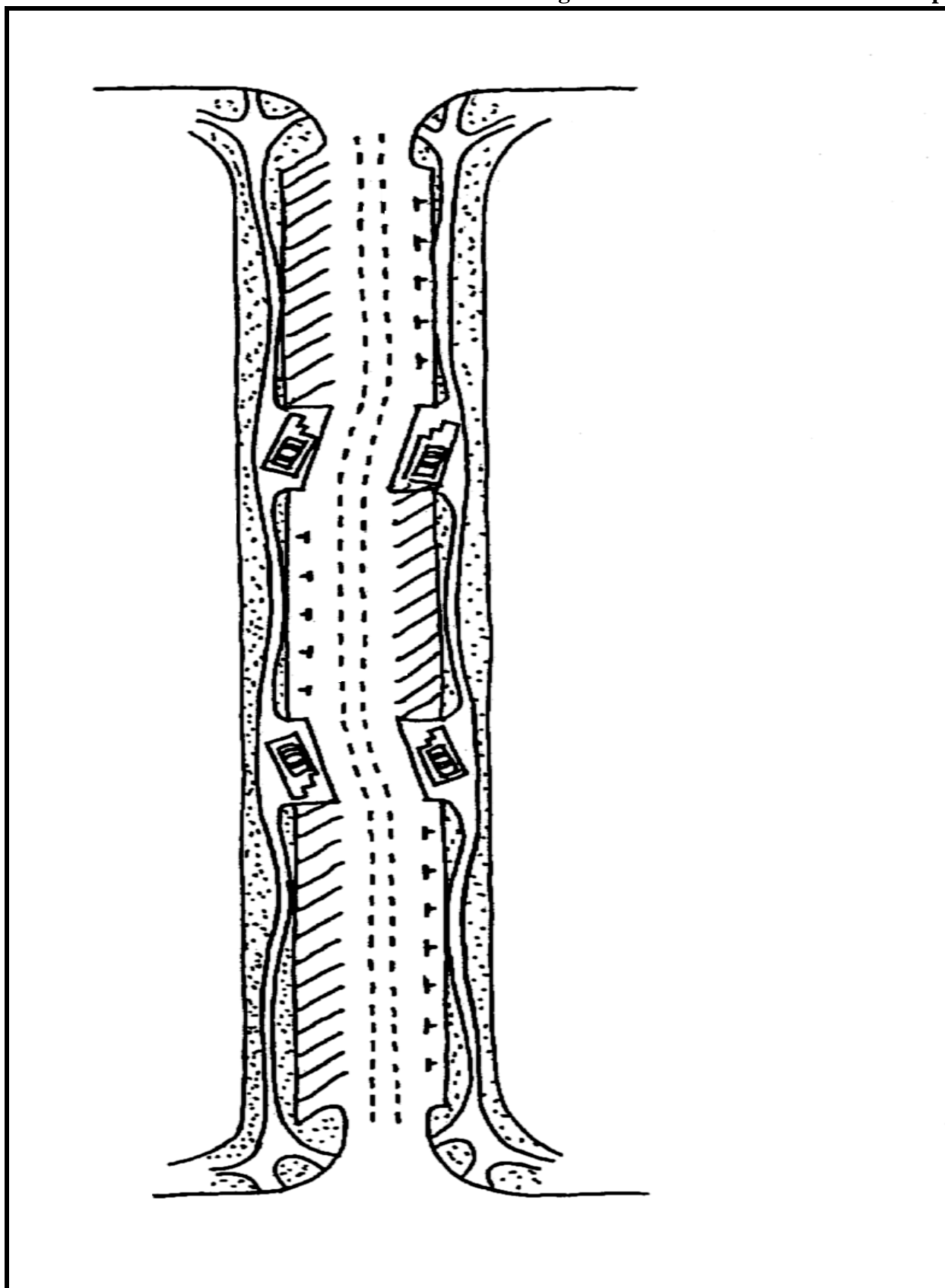


Figure 17— Curvalinear Street Concept



monuments are proposed. The linear definition of Palm and Raincross street lights is proposed on this important Auto Center street as well.

**D. 4.0 Street Vacations**

The existing dead-end streets between Indiana Avenue and the 91 Freeway may be vacated, provided abandonment documents provide viewshed easements to preserve views of the Auto Center from the 91 Freeway, and the proposed development related to the abandonment enhances the Auto Center focus on selling new vehicles in a quality setting.

**E. 5.0 Employee Parking**

The City owned land between Adams Street and Motor Circle and part of the Motor Circle right-of-way may be sold or leased to the auto dealers for employee parking. The possibility of leasing additional land from the railroad to enhance this parking area should be explored. Figure 18 shows a conceptual scheme for this parking to accommodate approximately 100 spaces. The area should be attractively landscaped with a canopy type tree located every six spaces.

**Figure 18 — Employee Parking Lot**

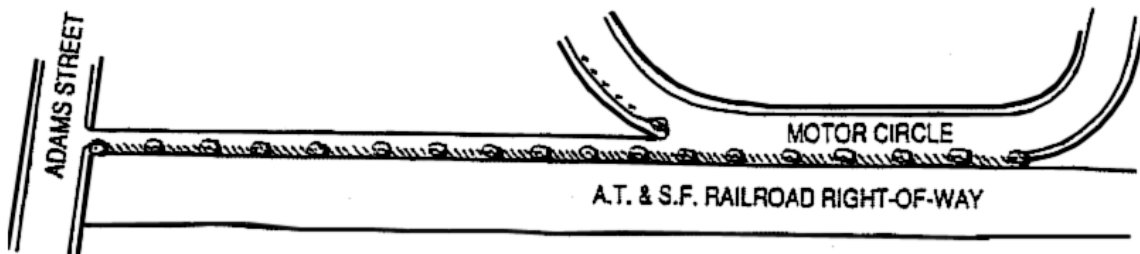
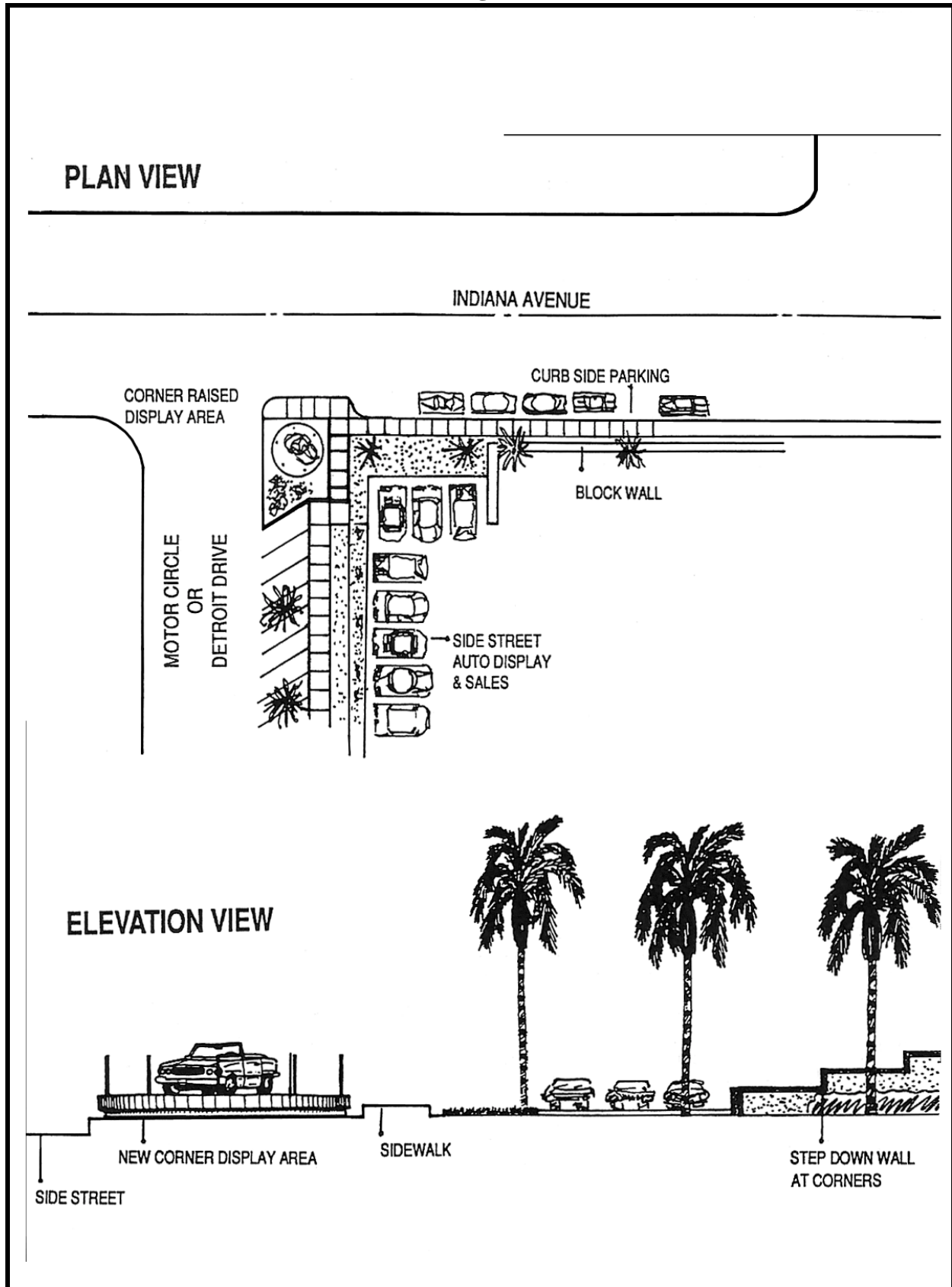


Figure 19 — Indiana Avenue Corner Treatment



**F. 6.0 Street Trees (See Figure 16)**

- 1) Washingtonia robusta (Mexican Fan Palm) trees shall be used as street trees throughout the Auto Center. The trees shall be planted with a uniform height and a minimum 25 ft of exposed brown trunk. The existing street trees shall be removed unless in specific cases the final landscape plan shows them to be compatible with the Palm Tree theme.
- 2) In the 45 degree angle parking areas consideration shall be given to locating a palm tree in a 4 ft wide area between every third parking space resulting in trees approximately 44 ft center to center. The trees would be located approximately 4 ft back of the travel lane. Should this prove infeasible, the trees shall be located next to the curb line, i.e. between the curb and the sidewalk. See Figure 16.
- 3) In parallel parking areas, the trees shall be located next to the curb line, i.e. between the curb and the sidewalk, 30 - 44 ft on center. See Figure 16.
- 4) The lighting consultant shall prepare an illumination plan for the Palm trees. If a workable design can be found the preferable lighting will be small lights similar to those often seen at Christmas time. As an option spot lights may be used.

**G. 7.0 Sidewalks**

- 1) A minimum 6 ft wide sidewalk shall be used throughout the Auto Center. The intent is to reduce the existing 12 ft wide sidewalks, such as those on Auto Drive, to 6 ft, using the other 6 ft for new landscaping such as grass, ground cover and/or trees. However, where 45 degree angle parking abuts the sidewalk, the sidewalk shall be retained at 7 ft wide in order to allow for bumpers overhanging the curb. See Figure 16 for concepts.
- 2) Adjacent to vehicle display areas, and wherever space permits, sidewalks should meander within a minimum 10 foot landscaped strip.

**H. 8.0 Entry Monuments & Signs**

- 1) Entry monumentation shall be located at:
  - a. Adam Street and Indiana Avenue (southeasterly and southwesterly corners)
  - b. Jefferson Street and Indiana Avenue (southeasterly and southwesterly corners)

Detailed designs will be developed for each. The design concept is illustrated in Figure 20. Special high quality street paving such as brick, tile or stamped concrete shall be used at the four entry points to call attention to and symbolize the entrance to the Auto Center.

- 2) Special Directional Signs: Clear directional signs for the Auto Center should be located at the Madison Street, Indiana Street intersection.

**I. 9.0 Display Pads**

Dealer display pads may be allowed within the public right-of-way as shown in Figures 16 and 21. Specific sites and designs will be developed in concert with each dealer as part of the working drawings for the Center. Display Pads are limited to displaying motor vehicles only.

**J. 10.0 Street Lights**

Standard street lights now in the Auto Center Specific Plan area should be replaced with a distinctively contemporary form of the Raincross street light. Perhaps the current contemporary design, consisting of square metal supporting pole and Raincross with the lighting fixture housed in the bell, would be appropriate, painted a subtle but distinctive color. See Figure 22.

**K. 11.0 Curb Bulb-Outs**

Curbs at corner locations and driveways should be moved to the travel way to provide extra space for landscaping and to visually narrow the street. See Figure 16 for sample designs.

**L. 12.0 Undergrounding Utilities**

Existing distribution overhead power lines should be placed underground to improve the appearance of the streetscape.



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Figure 21 — Display Pads

